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25X1	Report on Transport C in Leipzig, 25-25 Jul	y, 1949	N	O. OF PAGES	6
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1.4	Reilroads				The same of the sa
	a. Overfulfilment of for the first half of plan for the second h	1949. Overfulf	ind repair ilment of	target fig the trans	guras port
:	6.3 percent with refe 8 percent with refe 10,5 percent with refe	rence to tons ca	rried,	* <u>}</u>	
	b. Reduction to four railroad cars in the	days of the ave second half of l	erage peri	od of jour	ney of
	c. Shortage of boxcars and four-axle railroad cars with a high load capacity. The solution of this problem before the beginning of the fall traflic was considered imperative. **				
	d. The maintenance d satisfactory, resulti	one on freight ong in difficulti	ears was d les for ti	considered cannit opera	un- ations.
	e. Improvement of rademanded by the Opera	ilroad stations tions Section. '	and lines	s to the ex	tenc
	f. Conversion of mai personnel.	n lines into sec	condary 1:	ines to con	ser ve
	g. Conversion to coa 44 and 58 series by t	he end of 1949,	Ø		
	h. Fixing of maximum way lines and locomot be increased by anoth	ives. The util:	ization o	all the ra f trains is	il- to
``````````````````````````````````````	i. Extension of run	ning times of lo	comotives	o.	
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j. (Increase) of the output of the locomotive reneir shops in the second half of 1949.

907 locomotives Class L O repairs: 90 locomotives Class L 2 repairs: 36.380 1 comotives "ashings:

additional repair of ten complete sets of cars forming a train by voluntary and urpaid work in the second half of 1949.

Repair plan for the locomotive repair shops:

Class L 0 repairs: Class L 2 repairs: 905 Class L 3 repairs: 345 Class L 4 repairs: 392 2,063 Total:

Repair plan for the railroad car repair shops:

21,267 Freight cars: 1,816 Wasenger cars: Suburban railway cars: 23,677 Total:

A. Repair plan for the DESSAU Mailway lepsir Shop:

Motor rail cars: Small-size locomotives: 108 18 Rail trolleys:

The fulfilment of these target figures depends on an adequate supply with the following materials and parts which at present are not manufactured in the eastern zone: heel tires, tubes, semi-finished copper products for boilers, electrodes, section iron and steel for ear undercarriages, sheet metal, special steels (JZ-steel). Deliveries of fire and funnel tubes, wheel tires and electrodes from the eastern zone, the countries of Eastern Turope, and the west must be considerably increased. IP

p. The completion of the rolling mill in the TRUSDEN Wallway tepair Shop is scheduled for the second helf of 1949.

The experiments made in the production of wheel tires by the centrifugal casting method have get with the first success. The tires manufactured in this way must now be tested. Pre-parations for the production of locomotive wheels tires by this method must be made. 999

q. The realization of the program laid down for the permanent railway system was unsatisfactory during the first half of 1949. Due to the lack of the required materials, only 4 percent of the scheduled replacements of rails and 6 percent for smitches, mere carried out.

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r. The improvements of the railroad net to increase the through-capacity of lines, particularly of the feeder lines to the Baltic sea ports, will continue on schedule. Extensive preparations will have to be taken in the Saxon mining area for the improvement of traffic conditions there. Operational conditions provailing in the area of DEMLIF recuire the closing of gaps in the Guter ingular and the completion of further connecting lines. (x)

s. The point of main effort in bridge construction work will continue to be the replacement of temporary structures by permanent ones to eliminate still other slow-down sections.

t. The equipment of single-weaked lines with the required safety installations will be continued according to schedule.

## 2. Shipping

- a. Overfulfilment of the transport plon for the first half of 1949. Fulfilment of the repair program in tons:
- (1) With reference to the reserve fleet (registered by the Directorate, Shipping, but not yet employed) 85.2 percent.
- (2) Operational floet: 124.8 percent (xx1)
- b. Fulfilment of the scheduled dredging operations for the first half of 1949, sea ports and sea shipping lanes: 50 percent, inland waterways: 14 percent (high mater levels on the libe and ider livers made a number of scheduled dredging operations superfluous. (y)
- c. The intended full utilization of the available freight tonnage is to be achieved by more rigid control measures.
- d. The most important tasks for the second half of 1949 are:
- (1) The tonnage carried in the first half year is to be increased by about 20 percent (a raise from 4,195,000 to 5,115,000 tons at least)(xx2).
- (2) Reduction of the period required for round trips within the Soviet Rone of Germany to 12, days for an average journey of 130 km.
- (3) Completion of the scheduled repairs on 34 locks and weirs.  $(yy^{l})$
- (4) demoval of 9,200 tons of bridge debris which are obstacles to shipping. (yy20.
- (5) Completion, in advance of schedule, of the dredging operations in sea-shipping lanes and sea ports; completion of the work on the SASSITTI mole and the orth ole of STRLEGIED. (y2)
- (6) Increase of the scheduled transloading capacity of the sea ports from 4.12 million tons in 1949 to 5.6 million tons. (yyy)

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## oad Traffic 5.

a. The transport plan laid down for the first half year of 1949 is to be fulfilled by 115 percent, reckoned in tons, the repair plan for trucks by 100 percent, for passenger cars by 211 percent. (z1)

ith regard to motor vehicle areasportation, the following demands will have to be fulfilled:

(1) Central control of the publicly owned carrying firms, of the factory vehicles of the people's enterprises and the publicly owned ropair shops by a Centrel gency in charge of notor vehicle traffic (VVB) operating under directors general and to be set up in every state of the boviet one of Germany.

Missions of this agency: Uniform hundling of all transport missions of the state concerned. The Directorate Teneral will have to coordinate the transportation operations of the states.

- (2) Increase of the transport target figures fixed for the first half of 1949 by further 15 percent. (z 2 )
- (3) Constant combrol of the benefits of the people's road transport enterprises and repair shops.
- (4) Increase of mileage between two general repairs from 30,000 to 35,000 km.
- (5) Adequate deliveries of required materials, particularly motor oil and lubrica ts. (zz1)
- (6) Measures to be taken for an improved quality of tires. (zz2)
- Roads
- Timely delivery of building materials (zzz).
- all vacancies should be filled with properly qualified technical personnel without delay. (k)

The second section of the report ("Entschlicssung") is not of special interest and was probably flesigned for publication. These are the main points in this section:

Increased efficiency in the transport sector The activists' movement Personnel policies and the furtherance of the rising generation ocial welfare Piece-work wages and performance standards Finances Tlanning.

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Comment:

The Transport Conference held on 25 and 26 July 1949 followed up the Fourth Transport Conference held from 21 to 25 January 1949 (s¹).

Ir detail the report is commented on as follows:

Railroads GEORET-			
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*1,2 The overfulfilment of the transport plan and the regulations laid down for the average periods of journey of railroad cars show that the last reserves existing in this field are now to be utilized to the full.

- ** This critical shortage probably exists only for German shipments. The problem can be solved within the fixed period only by a release of rolling stock hitherto reserved to Soviet shipments.
- *** The previous improvement programs could not be realized due to a shortage of materials. This state will probably continue.
  - # The locomotives converted so far have proved their efficiency.
- of this situation can only be achieved by increased imports from the west.
- The manufacture of wheel tires after the centrifugal casting method is still in the experimental stage.
- (x) Measures taken for an improvement of railroad lines continue to be centered in the area of BERLIN (elimination of the Testern Sectors of BERLIN), in the uranium mining district around AUE and on the feeder lines to the Baltic Tea ports.

## Shi pping

(xx1.2) The relatively low target figures were already pointed out in a previous report (s2). They will certainly be fulfilled in the first half of 1949. The increased target figures are also relatively low and attainable.

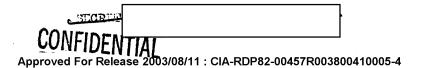
The fulfilment of the repair plan, due to a shortage of spare parts, was possible only by the stripping of salvaged craft unsuited for further employment.

The term "Green Fleet" covers all ships controlled by the Directorate General, Shipping; the "Red Fleet" representing craft controlled by the Soviet Filitary Administration. Only units of the "Green Fleet" have been registered since 1 April 1949.

- (w1,2) The net of waterways in and around BERLIE has, in the last years, been the point of main effort.
- (yyy) A large potash dumping plant with a spur track was constructed at the TISMAR Port (M 54/T 49) and the SASELTT (M 55/P 87) Port was converted into a deep-sea fishing port wi him the framework of the improvement program.

## Road Traffic

- (21,2) Also here target figures have been fixed so low that they will easily be overfulfilled; the same applies to the demanded increase.
- (zz1,2) Adequate materials, particularly motor oil and lubricants, will only be available through increased imports, in view of the well-known bottleneck existing in this field. Also the demanded improvement of the quality of tires will depend on imports.

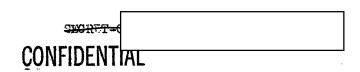


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- (zzz) The production of novel road construction binding materials from brown coal tar has been considerably increased since 1948. The required quantities will therefore certainly be made available.
  - (k) uslifted personnel will only be made available in sufficient numbers if also elements will be employed which according to Soviet and CFD standards, are politically unreliable.
- (y1,2) Points of main effort for the dredging operations, in the last years, have been the Fort of 103700K (H 55/0 81), the lower "arnow liver as far as the so-called cut near "ARNUTHE (H 55/0 82), in addition to the "Neue Strom" and the "Nendebassin" near "ARNUTHENDE.
  - 1 Annex: List (resolutions taken at the LATPAIG Fransport Conference)



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